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MR. BERT LYTELL in "THE MISLEADING LADY"
TONIGHT AT THE OPERA HOUSE TONIGHT

RAILWAY INQUIRY IN WASHINGTON

Excessive Labor Costs and Working Conditions Chief Causes of Trouble.

NO CONTROL OVER EXPENSE

Prices and Wages Fixed by Government Leave Little Scope for Managements.

Washington, D. C.—In testifying before the Senate Committee on Interstate Commerce in the general investigation into the railroad situation, witnesses for the railroads contended that:

(1) The costs of operation are abnormal, owing chiefly to wage scales established by the government which exceed wages paid for similar work in other industries, and to wasteful labor costs, often for work not done, enforced upon the railroads by the so-called "National Agreements."

(2) That 97½ cents out of every dollar of operating expenses in 1920 were at prices fixed directly by the government, or by general market conditions and over which the railroad managements had no control.

(3) That the general business depression was not due to the high freight rates, but to the lack of buying both here and abroad.

One of the most striking facts brought out in the testimony presented by the first witness, Julius Kruttschnitt, chairman of the board of directors of the Southern Pacific, was the following, in explanation of the chief reason for the increase in operating expenses since 1910:

"The labor bill of the carriers in 1916 (which was before the Adamson law took effect) stood at \$1,468,576,394. In 1920 it was \$3,638,216,351, an increase of \$2,229,839,557."

"The increase by years since 1916 has been as follows:

Increase in 1917.....	\$270,905,742
Increase in 1918.....	674,331,209
Increase in 1919.....	223,315,681
Increase in 1920.....	855,037,919

or an aggregate increase

since 1916 of.....\$2,229,839,557

Exhibits were placed before the committee showing that for the railroads of the whole country, increased expenses in 1920 over 1919 were as follows:

Actual expenses for 1920, \$6,163,135,341

Actual expenses for 1919, 4,567,774,131

Inc. for 1920 over 1919, \$1,495,361,210

Mr. Kruttschnitt, in showing how little control the railroads had over necessary expenditures, said:

"Sixty-four cents out of every dollar of operating expenses were, in 1920, paid out to labor, and the wages of labor are fixed by the government."

"Fifteen cents out of every dollar of operating expenses was paid for materials and supplies at prices fixed by the government."

"Three and one-half cents out of every dollar was paid for other expenses incurred by the government in the first two months of 1920."

"A total, therefore, of 82½ cents out of every dollar of operating expenses for 1920 was paid out at prices directly fixed by the government."

"The remainder, up to 97½ cents, was for materials and supplies, purchased at prices fixed by general market conditions and beyond the power of the railroads to control."

To illustrate how labor costs were inflated by the "National Agreements" entered into during federal control, the following examples were cited:

1. The Pere Marquette Railway was compelled to pay \$3.54 in back pay to four employees because their titles under these agreements were changed by a decision of the Director General, while the nature of their duties and the volume of their work remained the same.

2. A car repairer on the Virginian Railway was paid \$1,000 for work he never did. He was laid off with other employees because there was no work for him to do. When he became entitled under his "seniority rights" to be re-employed, he received back pay and overtime.

3. The Shop Crafts Agreement provides that when employees are required to check in and out on their own time they will be paid for one hour extra at the close of each week, for instance, how many hours they may have worked. This rule in the first six months of 1920 cost the railroads \$8,500,000, or at rate of \$13,000,000 a year.

4. On the Chesapeake & Ohio Railroad piecework car repairers decreased 11.4 per cent and airbrake repairers 23.4 per cent in efficiency under a guarantee of a fixed minimum rate per hour.

5. On the abolition of piece work on the Union Pacific Railroad in the wheel shop at Omaha, Neb., the time required for the same work was increased 31.9 per cent and the output was cut down 24 per cent; and in a coach-cleaning yard at Denver the time required was increased 33.3 per cent and the output decreased 28 per cent.

6. Southern Pacific employees, whose sole duty was to keep watch on stationary engines and to stop the engine in case anything went wrong, were reclassified by Director General as "electrical workers," one man on the Salt Lake division being given back pay of \$2,381, another \$2,054, another \$2,050, another \$2,003, and others amounts varying from \$1,509 to \$1,900.

Under the present classification rules of the shop crafts, in order to change a motor in the front end of a locomotive it is necessary to call a boiler maker and his helper to open the door, because that is boiler makers' work; to call a pipefitter and his helper to remove the boiler pipe, because that is pipefitters' work; and call a machinist and his helper to remove the tip, because that is machinists' work; and for the same reason to be employed for putting in the new tip.

Questioned by Senator Poinsett, Mr. Kruttschnitt stated that these instances might be increased indefinitely and were characteristic of railroads of the country, as a result of the "Agreements" left over from federal control.

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Mrs. Ed Cornelison Hurt

Mrs. Ed Cornelison had the misfortune to fall and break her left arm while adjusting a window screen at her home in the Kirkwood section, Tuesday afternoon, Mrs. Cornelison is resting comfortably Thursday and her many friends hope she will soon be alright.

All having claims against the estate of the late Thomas H. Broadus are hereby notified to present same, properly proven and required by law, to the undersigned on or before August 11, 1921, or have them barred. All owing him must settle at once. J. W. and Fee Broadus Administrators. 112-4p



"It is too late—please cancel the order—I have made other arrangements"

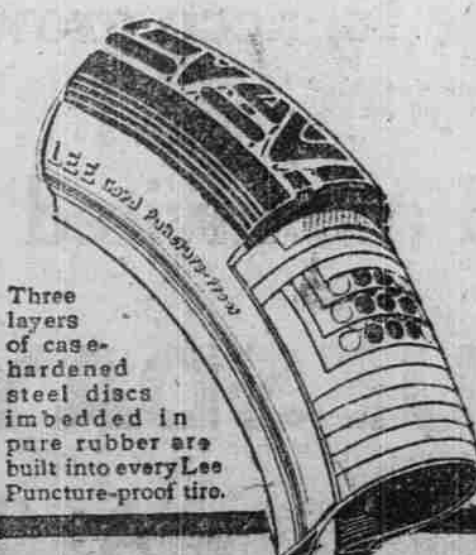
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